

ESTABLISHED 1857.

New Advertisements will be found on page 4.

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MARRIAGES.

St. Andrew's Cathedral, Singapore, on Saturday, 29th September, 1900, ARTHUR BARRER, of Singapore, to ANNE GERTRUDE, daughter of Mr. and Mrs. Harry Adams.

On Saturday, the 29th September, at the Presbyterian Church, Singapore, by the Rev. Stephen S. Walker, M.A., ALICE MAUD, youngest daughter of the late John BROCKBANK, of Liverpool, to JOHN WILLIAM, eldest son of John HATFIELD, Singapore.

The Daily Press.

HONGKONG OFFICE: 14, DES VREUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, October 10th, 1900

We called attention in our issue of Saturday to a passage in Mr. Consul MANSFIELD's report on the trade of Amoy in 1899, wherein he noted the smaller percentage of value of cargo carried in British ships during that year, owing to the competition of a subsidised Japanese line. We also quoted his statement about the differential tax on Formosan tea carried by the Amoy as against the Japanese rate. "This," said Mr. MANSFIELD, "affects the interests of the British merchants both in Amoy and Hongkong."

There can be no doubt that, should the Japanese succeed in carrying the Formosa tea trade to Amoy, British shipping interests will suffer as well as local merchants. To-day we publish an important letter from the Amoy Chamber of Commerce, which deals with these subjects and points out the necessity we are under of paying attention to the dangers which we are threatened. Our correspondent complains of the sympathy with which the Amoy Chamber of Commerce has been regarded in Amoy, and warns us that, "as Japan and the Powers annex the Treaty ports and place differential duties against British shipping and imports and exports from and to Hongkong," we shall one day wake up to find our trade gone. There is no doubt that such a result would follow the annexation of Treaty ports by other nations, and for this reason among many we have always strongly opposed any approach to a partition of China. It is unnecessary here to enlarge upon the point how absolutely dependent is the trade

of this Colony on the Treaty ports of China, and how anything which affects them instantly produces an effect on our trade. No guarantee of maintaining an "open door" can ever compensate to Britain and her colonies for the alienation of competing Powers of these ports. As a matter of fact, the worthlessness of these guarantees is not a matter of doubt. A national conscience is always a very elastic thing, as has been proved time after time even in the history alone of the dealings of foreign Powers with China. In the matter of the differential tax imposed on Formosan tea shipped to Europe or the States via Chinese ports or Hongkong, it is difficult indeed to see how the British Government can acquiesce in Japan's action. Paragraph 2 of Article VIII of the Treaty of 1894 between Great Britain and Japan runs as follows:—"In the same manner there shall be perfect equality of treatment in regard to exportation, so that the same export duties shall be paid and the same bounties and drawbacks allowed in the dominions and possessions of either of the High Contracting Parties on the exportation of any article which is or may be legally exported therefrom, whether such exportation shall take place in Japanese or in British vessels, and whatever may be the place of destination, whether a port of either of the Contracting Parties or of any third Power." In a letter written on the 28th April from the Chairman of our own Chamber of Commerce to H. B. M.'s Minister at Tokyo, special attention was called to this paragraph, and we do not see how any unprejudiced person can hesitate between the views of the Amoy and Hongkong Chambers and those of the British Government.

Our correspondent goes on to point out that there is more in this matter of the tea trade than appears on the surface, and that it is part of an attack on British shipping, facilitating the operations of the Japanese subsidised line, which have told so against the Douglas Steamship Company here, as the Chairman of that company stated at the Annual Meeting on the 29th ult. How successful the Japanese attack on British shipping has been is shown by our correspondent's figures, which can be verified from trade statistics. Since the Japanese occupation of Formosa a million dollars' worth of trade has been captured by Japan from this colony. The question therefore is one which most intimately concerns us, and there can be no excuse for apathy in the matter. Unfortunately any tendency to let things slide is increased by the knowledge that among the forces ranged against the British merchant is the dilatory, even if not actually hostile, attitude of Her Majesty's representatives. Not only has the merchant to face the keen and unscrupulous rivalry of other nations, but also he usually appeals in vain to his own country's diplomats, who should be ready to protect his interests. There is therefore little wonder if he should look to other means of maintaining his income. The policy is a selfish one, but the blame must not all be bestowed in one quarter, as would be just if Great Britain's representatives in China and Japan showed the care for their nationals' commerce which certain other country's Ministers and Consuls exhibit.

It ought undoubtedly to be impossible for one nation to upset the whole trade of a Treaty port in the way in which Japan last month disturbed the commerce of Amoy. When the Japanese marines invaded the native city there and drove 50,000 of the inhabitants in panic from their homes, trade was paralysed and very many hundreds of thousands of dollars, it is computed, were thereby lost to the foreign and native mercantile community. Yet the Fokien officials had never remitted their care for foreigners in the province, and until the Japanese landed armed men practically no interference with trade had taken place. It may be said that the British also landed men. But they did not do so until their own Concession had been thrown into confusion and danger by the Japanese action, and the force landed to police the Concession was withdrawn on the earliest opportunity. Japan has much to answer for in this disturbance of Amoy, and even were we to admit the claim that anti-Japanese threats were being constantly used at the time by the natives (which the European residents deny) the invasion of non-Japanese territory at Kulangan and of the native city of Amoy itself was altogether unjustifiable. Had the Japanese confined themselves to their own Concession, little need have been said, though trade would still have been disturbed in some degree. Throughout the present crisis in China these mischievous independent actions of various Powers without consultation of the others have rendered the task of coping with the situation infinitely harder than it should have been. In the settlement which so slowly approaches there must be some general agreement among the Powers which will put an end to the license allowed to a single nation of inflicting such heavy disasters on the commerce of the rest.

A Chinaman was amusing himself on Monday by throwing stones at an Indian carpenter on the Parade Ground in Queen's Road. He was caught, and yesterday Mr. Hazeland ordered him to pay \$10, or three weeks.

Sergeant Lander was on duty in the Shatin district on Monday when he came across a rather suspicious looking Chinaman. He accordingly stopped and searched him, and found some papers relating to the Triad Society on him. The officer arrested him and brought him before Mr. Hazeland, who adjourned the case for a week.

Two men, apparently brothers, were arrested at West Point on Saturday evening for pocket-picking, the one being arrested inside and the other outside the Kooching Theatre. There was no doubt about their guilt, but one case was somewhat worse than the other. Consequently the sentences differed—14 days and three weeks.

Twenty-four chair coolies appeared at the Magistrate's court yesterday charged with causing obstructions in Pedder Street and Wyndham Street. Not content with remaining in the side channels they blocked up the middle of the street, to the great inconvenience of the passers by. Fines were imposed which will no doubt act as a deterrent in the future.

With the approach of the cool weather, the coolies and homeless wanderers who, during the summer have made the public foot-paths their beds, are now prohibited from sleeping in the open, and consequently those of them who are without money are hard pressed what to do. Yesterday morning Sergeant Ritchie found five men sleeping in the door of the Pak Tai Temple at the top of Nullah Lane, Wanchai. He took them into custody. When searched they were found to have two and a half cents among them. Yesterday Mr. Hazeland sentenced them to 14 days' imprisonment as rogues and vagabonds.

For a long time past our evening contemporary, the *Hongkong Telegraph*, has industriously cut out our reports and paragraphs and reprinted them without acknowledgment. In its issue of Monday the report of the Gynkham Meeting which appeared in the *Daily Press* that morning, was reproduced in full by the *Telegraph*, with the exception of thirteen lines near the beginning, in omitting which our contemporary neglected to join properly the preceding and succeeding sentences. Even editorial endorsement must have some limits, and while we appreciate the compliment paid by the *Telegraph* to our reporter's accuracy, we cannot but think it would be more graceful if there were an occasional acknowledgment of the "borrowing" from our columns.

When passing through a town or village in their own country Chinese soldiers do not scruple about commandeering anything which takes their fancy. One of them tried this on in Hongkong on Monday night, and was surprised and aggrieved when a burly police-officer—Sergeant MacSwayed to wit—grabbed hold of him and took him to the lock-up. He was taken before Mr. Hazeland yesterday, and remanded for enquiries. He speaks a strange dialect, and the police can make very little of him. It is believed, however, that he is one of the men who were being sent from the Bogue Forts to Saiwan, and that he took advantage of the opportunity to desert. He was attired in a dirty uniform of red and blue, with some Chinese characters in a circle on the breast. It is believed he came to Hongkong on board a junk. Feeling hungry he stopped a bread-seller in Queen's Road, opposite the Central Market, and saying "I am a soldier," belonging to such and such an army, helped himself to several loaves. The bread-seller called out, and Sergeant MacSwayed, attracted by his cries, took the "vol" into custody.

With reference to the special articles on Rugby Football, advertised in another column, by Mr. A. J. Gould, the first of which will appear in next Monday's issue, the following criticisms are of interest:—"Mr. A. J. Gould may be regarded as the greatest player we have as yet seen. His career has been a truly remarkable one, and though during it he has witnessed many shifting phases of the game, he has never failed to exhibit adaptability to an astonishing degree. In the successes of Welsh International teams he has been the main factor, and it has been not only by his own splendid qualities as a player, but by an intimate study of what suited his *co-players* in the four three-quarter combination, and his power of adapting his plan to theirs, that he has placed himself in a class alone, towering head and shoulders above his contemporaries. From 1889 up to 1898, with the exception of one year, when he was at Bordeaux, he has been chosen for every International match, and with his last game against Ireland he beat MacLagan's record. He has, too, the unique distinction of having played for both Newport and Richmond in their inviolable years, and one season for Middlesex, when that county was undefeated. As a great athlete, a most accomplished player, and one who in the four three-quarter method has never had his equal, A. J. Gould will be added to the picture-gallery of distinguished past masters of the Rugby game."—*Rugby Football*, by Arthur Budd.

The *Football Annual* also has the following:—"So much could be said of this well-known athlete that a book alone could do full justice to him. It is in the football world that he is most famous, and few will dispute his title as the greatest three-quarter of the age. As a three-quarter he stood unrivalled in his day, for his speed, skill, and cleverness were marvellous. The national testimonial on his retirement from the game and the subsequent international disputes are matters of ancient history."

A Census for the whole Colony of Hongkong will be held in 1901.

The hockey match arranged to take place yesterday between the Hongkong Hockey Club and the Officers of the R.A. and R.E. was abandoned on account of the weather.

Anthrax has broken out among the cattle imported into Shanghai to be sent north to the troops, and the Sanitary Department is busy destroying them, five animals at a time being cremated.

The American Company of Volunteers at Shanghai have disbanded. They only agreed to serve for three months, and as the crisis is over they have not considered it necessary to remain a corporate body.

Mr. Chu, the French Mixed Court Magistrate at Shanghai, has been removed from his office as a result of representations of irregular proceedings on his part being made to the Taotai by the French Consul General.

A fire occurred at Montreal on the morning of the 1st ult., caused by spontaneous combustion, and did \$50,000 damage to the contents and building of the storage department of the St. Ann's cotton mills, owned by the Dominion Cotton Co. The loss is covered by insurance.

Mr. J. Bernad, of the well-known family of confectioners of that name in Shanghai, who recently started a restaurant in the Broadway, committed suicide on the 3rd inst. by shooting himself. He was a member of the French Volunteer Corps, and having dressed himself in his uniform, and written on the wall of his house that he died as a soldier, he placed the muzzle of his rifle in his mouth and blew his brains out.

Owing to the prolonged droughts in the interior during the past eight months the waters of the Yangtze are unusually low. Not since the memorable low water year of 1880 has there been so little water as there is now. Last year at this date the water at Hankow was 40 feet 5 inches and this year at the same date there was only 19 feet, a fall of 21 feet 5 inches. Native reports from the interior show that the state of the crops is very bad indeed, and it is feared that a famine extending over a vast area will be the result. The water continues to fall at a mean daily rate of 10 inches.

Michael Havanagh, an A. B. on board the *Caslo Rock*, is evidently something of a terror to his ship-mates. He was sentenced to seven days' imprisonment at the Harbour Office yesterday for assaulting the second officer (Mr. Dalziel) and an A. B. named J. Wallace. Joseph Bolger (another A. B.) and Richard Channon (the cook), charged with disobeying the lawful commands of Captain Jones, excused themselves by declaring that their lives were in danger from Kavanagh. The Acting Harbour Master (Mr. Basil Taylor) did not consider this excuse a sufficient one and sentenced them to 14 days' imprisonment.

Yesterday morning Messrs W. S. Bailey and Company launched and handed over from their river yard the first of two large lighters ordered from the firm by the Green Island Cement Company, Limited, and rendered necessary by the expansion of the Company's business for the speedy carriage of cement from their Macao Factory to Hongkong for shipment. Messrs. Bailey and Company have turned over the vessel strictly to contract time, viz. four months, and with their ample space and well-equipped workshops are capable of dealing with the construction and repair of barges, tugs, and small vessels of every description. They turned out some little time ago the steam-launch *Ide* for the Hongkong Steam Laundry Company.

It is quite possible that the local Court of Kowloon will be called upon in a short time to settle a dispute between the French Legation in China and the Japan Emigration Company, states a veritable journal, regarding an agreement to supply 2,000 coolies for the French troops in North China. After the signing of the usual contract 500 were sent to Taku, and 1,000 more were ready to embark on the *Tufo Maru* when a wire cancelling the contract was received by the Company. As the latter feared that the coolies might make a disturbance, it was arranged to pay the interpreters and overseers the amount of their salary for half a month, and the coolies were discharged. Five hundred men engaged in Wakayama prefecture, who were expected to arrive at Kowloon shortly, have been stopped by wire, and compensation offered.

Quarrelsome ladies who air their differences in the public streets to the annoyance—though sometimes amusement—of the residents are as much in evidence in China as in the slums of our big cities. Yesterday two women made their appearance at the Central Police Station, and laid their case before the Inspector in charge. The younger one said that the other wished to take her to Canton to become a prostitute, "if that she did not wish to go. The Inspector in charge seeing that the girl was 20 years of age told her that if she did not wish to go to Canton she need not do so and that he thought she was old enough to take care of herself. They then left the station, but subsequently they resumed their quarrel at West Point, raising their voices so high that a crowd of some 200 people collected about them. A Chinese constable ordered them to clear off, but as they neglected to do so he took them into custody. Several people followed them to the Police Station, including the younger woman's lover. When in Hollywood Road he seized the girl by the hand with the object of dragging her away and in consequence was taken into custody for attempting to rescue a prisoner. All the offenders appeared before Mr. Hazeland yesterday. The women were each fined \$5, or 14 days, and the man \$10, or three weeks.

Mr. Harry de Windt, the explorer, left London on 27th August for Siberia, via St. Petersburg.

The Secretary of the U.S. Navy has asked for bids for the construction of six armoured cruisers, the cost of which will aggregate \$24,750,000.

The *Kobe Chronicle* is informed that the Shanghai Cricket Club has accepted the invitation to visit Kobe on the occasion of the Inter-port Cricket match.

A special committee appointed by the War Office is now engaged in experimenting tests of the Lee-Enfield, Mauser, Vetterli, Lebel, Behr and other types of modern rifles.

As a means of exterminating the plague at Osaka, Mr. Fujitani, a member of the local Municipal Council, has proposed that every household in the city shall be compelled by law to keep a cat, in order to catch the rats. He failed to obtain a single supporter.

After the arrival a few days ago of the French transport *Malapan* at Singapore, a young gunner of the 6th Regiment of Artillery named Joseph Bidand, who was suffering from consumption, had to be landed and sent to the General Hospital, where he died during the night.

A short time ago there arrived in Bangkok several cases from India marked "Potted Meats," which, on being opened, were found to be only lined with potted meats, and to be stuffed with rifles. The consignees did not claim them, the importation of arms being prohibited in Siam. They were accordingly confiscated.

The Port Said *Veritas* says that about sixty soldiers of the Foreign Legion, who wanted to escape, threw themselves into the Suez Canal from off the French transport *Champagne*, which passed through the Canal on Saturday, August 25th. Two of them were drowned, and seven others were arrested and taken to the military prison in Port Said.

Assam makes 17 lakhs a year out of excise revenue, and it is estimated that the loss arising from the large amount of smuggling that is admittedly going on is something like five and a half lakhs. A recent Government Resolution affirms that "it is certain that a great deal of opium smuggling goes on, and that the Marwari traders who have settled in the Province are implicated in it."

The official report of Capt. Wilde of the battleship *Oregon* into the circumstances attending the grounding of that vessel in the Gulf of Pecheili is said to confirm the story of the men's previously expressed confidence in the captain, who was not in any respect attributable to fault on the part of Capt. Wilde or any officer of the *Oregon*, who in fact, appear to have taken great precautions to guard against the accident.

The *Shanghai Mercury* says: "Mr. Parisson, Captain Superintendent of Police, has retired, sick, but the Council pays him his full six months' salary up to the end of his agreement, as his time is not yet expired. It is also said the Council has given him one thousand taels besides. We do not know how true this may be, but if it is the Council should explain the circumstance of the grant in the next weekly Minutes."

A correspondent writing to the *Straits Times* on the subject of mines and minerals refers to the Punjan Mines, and gives rather a gloomy account of their output of late, only some 45 ounces of gold having been exported during the last three months. The company, says the correspondent, had engaged Mr. S. B. Terry to re-construct its dam at Pangong, which was washed away last year, but since the death of that gentleman at Hongkong, several months ago, no further steps seem to have been taken in the matter.

The British ship *Carnegie* *Llewellyn*, Captain Griffith, who is well-known among shipping circles on the Chinese coast, has just had an exciting trip round the Horn. He was bound from Hamburg to Honolulu, and reports that members of the crew were frost-bitten. The ship was completely frozen up, sails and rigging being so fast that they could not be handled, and Capt. Griffith says if he had not soiled his way north the ship must have been lost. Rudolph Wright, a seaman 18 years old, disappeared from the vessel on May 24th. It was his first trip, and he is thought to have committed suicide.

One has heard many soft synonyms for that hard phrase "a lie," remarks the *Bombay Gazette*, and the coarser terms in the London police court, who accused a hostile witness of "carelessly handling the truth," is generally supposed to have reached the acme of polite circumlocution. But the Governor of Ceylon has lately gone one better. In denying the assertion that the Colombo authorities are "pampering" the Boer prisoners, His Excellency said:—"This is one of those statements which sometimes emanate from people endowed with propensities utterly uncontrolled by conscientious scruples."

Considerable interest has been aroused in Manchester by an exhibition and trial at the local range of a new magazine rifle, which has been proved to be capable of a faster rate of firing than any service weapon now in use, namely, thirty shots a minute. This is only one, however, of the many excellent features of the Ashton Australian magazine rifle, a weapon which is introduced to England under strong recommendation of the Australian Government and Colonial military authorities. At Gibraltar it was recently subjected to long and severe tests by Lord Charles Beresford, who pronounced it to be infinitely superior to the existing service rifle. The total cost of the new rifle is 25 per cent. less than the Lee-Enfield.

Shipping firms engaged in Canadian trade have agreed to advance ten per cent. in freight rates, because of the advance in coal and other steamship stores.

The *Progress* a few days ago gave currency to a rumour at Manila that Aguirre had died in the province of Isebel. No credence was, however, placed in the statement.

The French transports *Chateau Lafitte*, *Tumateiro* and the *Peiho*, an old steamer of the Messageries Maritimes, formerly on the Indo-China line, are on their way outward bound for Taku.

The American liner *St. Paul* has made a record passage between New York and Cherbourg, having beaten the *Companie* by a good many hours. She made the trip in 6 days, 7 hours and 6 minutes.

Sir William Lorne, the Premier of New South Wales, has called to the Agent-General of New South Wales in London, and sent out 4.75m. naval guns fitted with carriage for field service, and also several Vickers Maxim guns, which were ordered to replace the "A" Battery now in South Africa.

The *Christian Herald* of New York has opened an "Indian Orphan Home" by which any of its readers may adopt a famine orphan in India and be put in personal and regular communication with their little protégé. Already as many as 112 orphans have been adopted in this way.

The *Viper*, destroyer, had a satisfactory trial of her turbine engines at Portsmouth on the last day of August. Instead of the full-power trial at the contract speed of thirty-one knots, the vessel ran at a higher speed to ascertain her coal consumption, and with 10,300 horse-power her mean speed of six runs over the measured mile was 33.8 knots. At the conclusion of the three hours' trial the bunkers were sealed and the vessel returned into harbour for an additional supply of coal, with which she went to Spithead for turning and other trials. The vessel averaged close upon 34 knots, or over forty miles an hour, without forcing the engines, in fact several more miles per hour could easily have been accomplished by the *Viper*, which during one run over the measured mile, actually made within a fraction of 30 knots per hour, or some five knots in excess of her contract speed. This is the highest speed ever attained by any warship in the Solent.

Judging from the President Sir William Turner's address at the British Association, bacteria play an important part in our industries, and without them many manufactures could not possibly be pursued. This is probably the first time that bacteria have been regarded as a factor in industrial life, says a home paper, and they are more commonly associated with disease and unpleasantness. However, there are all sorts and conditions of bacteria, and some of the audience of the address remarked that the mind reels at the thought of the misery that might be occasioned on charge by a failure in the annual crop of some special form of bacilli, or bacilli. "Possibly as science advances we may in time have our reports concerning bacteria which may exercise an important effect upon Stock Exchange quotations, but we are not sure that they would be regarded as blessings by speculators. The conditions to be studied are quite complex enough as it is."

The general financial failure of county cricket this season, says a home paper, may in some degree be put down to the War, but it is also in part owing to the prevalence of the drawn game. The average spectator—love the game as he may—likes to see a struggle and if he is convinced that neither side can win he refuses to spend his time in watching a bloodless battle, so to speak. The counties are therefore faced with a new problem—the problem of the inevitable draw. In Australia, where they have even better facilities than in England, they get over the difficulty by devoting a week to all first-class matches, and this they can afford to do, for their list of first-class fixtures is small compared to ours. In our cricket season we have less than twenty weeks, and in that time some of the counties have to play as many as twenty-eight matches, besides allowing time for various representative games, to which county players are liable to be called upon to take part.

THE CRISIS IN CHINA.

LOCAL MOVEMENTS.

The hospital ship *Geolar*, the gift to the British Government of H.E. the Maharajah Scindia of Gwalior, arrived yesterday from Calcutta. On board were the Maharajah himself, Col. Croft, Major Cones, Capt. Moore, Lieut. Tate, and Lieut. Spence, A.D.C. H.E. was entertained by H.E. the Governor at a lunch at Government House this afternoon. The Japanese battleship *Adzumi* arrived here yesterday evening from Singapore. The British transport *Narima* left yesterday for Hongkong.

NEWS FROM THE NORTH.

Telegrams from the North, says the *N.Y.O. Daily News*, report that Li Hung-chang took over his seat of office as Viceroy of the Chihli province, on the 1st instant, and started for Peking on the 3rd, and further that H.E. had an escort of 200 Chinese with him.

The news of the projected attack by the Allies on Peking, having reached the Refugees' Court at Tientsin, an "Imperial Order" has been recently issued to Governor Yuan Shikai of Shanghai, commanding him to send two of his best and most successful Generals, Mei and Sun, to proceed at once to Peking with all their forces and defend that city at all costs.

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BY
WILLIAM LE QUEUX.

Author of "Whoso Findeth a Wife," "Parlo
and Fine Linen," "The Day of Temptation,"
"Of Royal Blood," &c., &c.

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CHAPTER XV.
THE GREY HOUSE.

I placed the mysterious picture in my pocket
and remained silent. That my wife had been
photographed after death there could be no
doubt, for I, as a medical man, was al-
most well acquainted with the appearance of a face
from which life had faded, and distinguished from
that of one asleep, or under the influence of an
anesthetic.

Yet she was now living, bright, vivacious,
and defiant? Had I not stood near her, seen
her silhouette in the darkness, and heard the
sweet music of her voice only twelve hours ago?

It was incomprehensible—an absolute and
complete enigma.

Fearing lest suspicion might be raised, I
took the missing photograph, I picked it up, and
from the paper from the waste-paper basket and thrust
it into the crack. No doubt they would return
for it, but finding another piece of paper they
would probably believe that the photograph had
gone so deeply into the crack as to be hidden
successfully in the heart of the wall.

Bullen was still with the widow and her step-
son when I rejoined him in the drawing-room
accounting for my absence by saying that I had
been around the exterior of the house.

He was again questioning Mrs. Chetwode, and
I could discern by her manner that she was ac-
tually in accord with her stepson. To the latter
I had taken an instinctive dislike. Although
an officer of Hussars, he was an over-dressed
youth with a three inch collar, a cravat of an
offensive shade of lavender, a fancy vest and a
general get-up which stamped him as an interest-
ing specimen of the "salutary Britannicus,"
or common or garden "boudier."

Presently we took our leave of the pair, and
together went down to the spot where the body
had been found. One of the detectives had dis-
covered the missing shirt stud, as I had pre-
dicted, while the various marks in the vicinity had
been carefully examined and noted.

I spent the whole morning striving to obtain
some clue, sometimes with the others, and often
wandering by myself. I found the spot where
my love had stood with "Tatterstett" and paused
there in deep reflection.

Was it possible that the tragedy had occurred
after they had been lost to me in the darkness?
I glanced at the photograph. Its hideous-
ness appalled me, and I placed it back in my
pocket, determined not to allow this further
mystery to trouble me. She was alive. I knew
she lived, therefore how was it possible that
she could have been photographed in death?

My lunch I took in the bar of the Station
Hotel. I had a purpose in doing this, for dur-
ing a chat with the proprietor, I learned that
the major, who had remained there three days,
had paid his bill and left on the previous even-
ing. That, in itself, certainly appeared a
suspicious circumstance. He had left the place
ostensibly to return to London; yet he had kept
that appointment in the park, and had sent
wards gone whither? The last I saw of him
was in the house at eleven o'clock. I had
had, however, not taken that for eleven o'clock
struck from Whittow church-tower just after
I had watched them disappear into the night.

During a greater part of the afternoon I was
with Bullen, and at the latter's request assisted
the police-surgeon to make his post-mortem.
But we discovered nothing further to add to
for death—absolutely nothing.

"What is your opinion?" I asked the
friend the detective-inspector when alone with
him.

"I have no opinion," he responded, "except
that that woman knows something more than
she will tell us."

"Exactly," I exclaimed. "I wonder what
her object is in concealing any fact she knows?"

"Ah, Doctor," he replied, "women are funny
creatures. One never knows what motive they
may have. In this case we shall be compelled
to not very warily, and, if possible, mislead her
and place her off the scent. She has given me
a list of the guests, which may be useful."

"Has she? I'd like to see it. There might
be someone among them known to me."

He took from his pocket a sheet of writing
paper with stamps heading, and I quickly
glanced down the list of names. In an instant
it was incomplete. The two persons
whom I knew had been there she had omitted.
Their names were Lady Pierrepont-Lane and
Beryl Wynd.

Without comment I handed it back to him.
It occurred to me that it might be best to keep
my knowledge to myself, for by so doing I
might perchance discover a clue.

That evening, having resolved to remain and
watch the inquest on the morrow, I scribbled a
hasty note to Bob, and then spent the hour after
dinner in company with Bullen and Rawling in
the bar-parlour of a neighbouring public-house.
The mystery was talked of everywhere. The
so-called "special" editions of the London even-
ing papers had arrived and were being bought
up eagerly in the streets, and the reports they con-
tained being for the most part remarkable pieces
of fiction connected by the imaginative specu-
list in crime.

At the inquest held in the billiard-room at
Whittow next morning reporters were present
in dozens, and the "note" taken by all was ver-
batim, for being the dead season such a myster-
ious case as a "scoop" to those journals,
whose chief claims to notoriety are the sensa-
tionalities of their contents-bills and their re-
markable "cross-heads." The inquiry was led
by Doctor Diplock, perhaps the best-known
of London coroners—now, alas! dead—
in the evidence there was nothing fresh, not
single point which could be of assistance to us.
At my own request I was not called, for I had
no desire that any of those connected with the
affair should know my name, as it might have
cap me in future investigations. Evidently
the post mortem was given by the police sur-
geon, while I sat quiet and unobserved among
the general public.

If Beryl knew that I was seeking to un-
ravel the mystery, obstacles might perhaps be
placed in my way.

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in my way. I desired that my identity in the
affair should remain concealed, and with that
object had taken elaborate precautions.

The same evening I returned to Rowan
Road, where I found Bob in his den, stretched
out lazily in his cane deck-chair, smoking his
big pipe, with a whisky and soda at his elbow.

"Hallo, old chap!" he cried, jumping up as
I entered. "Back again, eh? A d with a
burden case on hand, too?"

"Yes," I responded, sinking in a chair,
weary and tired out. "Most extraordinary,
isn't it?"

Then, at his request, I gave him a minute and
circled account of all that had occurred, and
placed in his hands the hideous post-mortem
photograph.

He sat for some minutes, his eyes fixed im-
mably upon it without uttering a word.
Then turning it over he examined the paper
carefully, held it to the light, and handed it
back to me with a grant of dissatisfaction.

"Well?" I asked. "What do you think of
it?"

"Think of it?" he said. "Why the mystery
becomes more involved than ever. You are
certain that this photograph is of her?"

"Absolutely certain."

"Then to me it seems very much as though
it were in hand-in-glove with the major, her lover,
and Mrs. Chetwode, and that they all of them
know the truth regarding the tragedy."

"That's exactly my theory," I responded,
taking down my pipe from the rack, and filling
while he poured me out a drink.

"But the injuries?"

"I described them in terms which, being tech-
nical, are of no interest to you my reader, and
I said little with a dark thoughtful expres-
sion upon his round, usually merry, countenance.

He was a shrewd fellow, and one or two sug-
gestions which he threw out when I placed the
matter before him showed that his brain was
actively at work to discover either the motive of
the crime of the manner in which it had been
committed.

A fact which is very puzzling to me, old
boy," he said at last, blowing a cloud of
smoke from his lips, "is the reason her ladyship
was so extremely eager to make your acquaint-
ance."

"Yes, I can't understand it in the least. It
is fortunate, however, that she is in ignorance
of my visit to Whittow."

"Most fortunate," he answered. "My idea
that the truth is only to be obtained here, in
London—and not down there."

"Do you think, Bob, that I acted wisely in
spying the secret of that midnight meeting to
myself?" I asked earnestly, for I felt that
clumps I had, by so doing, foiled the activity
of the police.

"Certainly. You are in possession of the
exact facts which may lead us to a clue not
to the murderer, but to the motive of your
sister's in this mysterious wife of yours."

"Does it strike you that the major may be
an actual assassin?"

He was silent, puffing thoughtfully at his
pipe.

"No," he responded. "To tell you the truth
I don't say my theory."

"Then what is it?" I asked.

"If Mrs. Chetwode and this mysterious wife
of hers are acting together, Tatterstett cannot
be the culprit. It would rather be to their in-
terest to denounce him."

I saw the trend of his argument, but
nevertheless clung to my theory that the men
were in my hearing proposed murder had
committed the crime.

The mystery at Whittow, startling though
it was, became quickly forgotten by the public.
Several times in the days that followed, I went
down to Homelow and held consultations with
John and his assistants, but no fresh discovery
was made. A verdict of "Wilful murder" against
the major or persons unknown had been
returned, and the matter left in the hands of
the police.

My feeling was one of indecision. Time after
time I sat with the tiny talkman I had taken
from my wife's neck, the scrap of paper bearing
the warning regarding "La Gioia," and the
hideous photograph spread before me, trying
to discern some way through the maze of bo-
wling facts. Yet the more I puzzled over
them and the more I reflected and discussed
them with Bob, the more inexplicable they
became.

I could not decide whether
I should go to call at Gloucester Square
and have an interview with Beryl and her con-
fidential, or whether I should, as I had
recalled that the Colonel's widow had
longed to see my love; to speak with her
and, to hold her hand and look in the smile
of her smiles. Strange that she, the most
lovely and beautiful woman I had ever met,
was actually my wife, although ignorant of the
fact.

She had defied the man who had tempted her
and who had declared her intention of
marrying all the past. Ah, that past! If I
could only stand by as her champion without
making any suspicion within her!

This in pulse to see her proved too strong. I
did not resist it; therefore one day I went to
Gloucester Square to make an afternoon call,
and found the blinds down.

"Her ladyship is out of town, sir," answered
the maid-servant in response to my inquiry.

"And Miss—Miss Ashwicke?" I said, quickly
remembering that she had been introduced to
me by that name.

"Ashwicke!" repeated the girl, puzzled.
There is no Miss Ashwicke in the family,
sir."

"Of course," I said, rather lamely I fear,
"my mistake. I meant Miss Wynd."

"She with her ladyship in Wiltshire, sir?"

"At Wiltshire?"

"Yes, sir."

"When did they leave?"

"Three days ago, sir. Sir Henry went with
her."

"A young gentleman named Chetwode
was with them?"

"I don't know, sir."

"Do you know Mr. Chetwode, of course?"

"Yes, sir. They say he is to marry Miss
Ashwicke, answered the girl, smiling.

"And his mother is a frequent visitor, also,
isn't it?"

"Yes, she's here very often indeed,"
answered Major Tatterstett.

"Is he only been here once, I think—a long
ago. He's a round-faced gentleman who
smiles every day, isn't he?"

"Did he call to see Sir Henry?"

"No, sir. He came to see Miss Beryl,
and he has only been here once, you say?"

"Yes, only once, as far as I know."

"Suppose you don't expect the family back
the end of September—eh?"

"Oh, not before the middle of October.
I stay there through the shooting."

"Your questions I put to her she answered
freely, and I left a coin in her hand as I turned
down the steps. Why, I wonder,
her ladyship thought fit to introduce
me to me as Miss Ashwicke?"

Deep disappointment returned to Rowan
Road. Every effort I made seemed unavailing.

Beryl was my wife, yet to claim her without
proof was impossible, for had not the woman
to whom I had been married actually died?

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HAYRE & HAMBURG	KONIGSBERG	Ger. str.	—	Schneider	CARLOWITZ & CO.	On or about 31st inst.
HAYRE & HAMBURG	MARQUIS BACQUEHEM	Ger. str.	—	A. Bilaffer	SANDER, WIEBE & CO.	On or about 13th Nov.
TRIESTE, &c. VIA PORTS OF CALL	ANAPA	Brit. str.	—	Hildebrandt	DODWELL & CO. LIMITED	On 16th inst. at Noon.
NEW YORK VIA SUEZ CANAL	MARIA DE LARRINAGA	Ger. str.	—	R. Archibald, R.N.R.	CARLOWITZ & CO.	On or about 15th inst.
NEW YORK VIA SUEZ CANAL	ASTURIA	Brit. str.	—	J. Pantan	DODWELL & CO. LIMITED	On 16th inst.
NEW YORK VIA SUEZ CANAL	EMPEROR OF CHINA	Brit. str.	—	—	T. M. STEVENSON & CO.	On 20th inst.
VANCOUVER, VIA SHANGHAI, &c.	VICTORIA	Brit. str.	—	—	PACIFIC MAIL S. CO.	On 13th inst. at Noon.
PORTLAND, OREGON VIA JAPAN	MONMOUTHSHIRE	Amr. str.	—	—	O. & O. S. S. Co.	On 23rd inst.
SAN FRANCISCO VIA SHANGHAI, &c.	CHINA	Brit. str.	—	—	TOYO KISEN KAISHA	On 30th inst.
SAN FRANCISCO VIA NAGASAKI, &c.	DORIC	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th Nov.
SAN FRANCISCO VIA AMOY, &c.	NIPPON MARU	Jap. str.	—	—	GIBB, LIVINGSTON & CO.	On 26th inst. at Daylight.
SAN DIEGO, &c. VIA SHANGHAI, &c.	CARLEISE CITY	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 26th inst. at 4 P.M.
AUSTRALIAN PORTS.	GUTHRIE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 12th Nov. at Noon.
AUSTRALIAN PORTS.	YAWATA MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 23rd inst. at Noon.
AUSTRALIAN PORTS.	CHANGSHA	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 18th inst. at Noon.
KOBE	CHANGSHA	Jap. str.	—	—	BUTTERFIELD & SWIRE	On or about 12th inst.
NAGASAKI, KOBE & YOKOHAMA	KASUGA MARU	Jap. str.	—	—	P. & O. S. N. Co.	On 14th inst. at Daylight.
SHANGHAI	WOOSUNG	Brit. str.	—	—	DODWELL & CO. LIMITED	On 14th inst. at Daylight.
SHANGHAI	CHUSAN	Brit. str.	—	—	MITSUI BUSSAN KAISHA	On 17th inst. at Daylight.
SWATOW, AMOY & TAMSUI	FORMOSA	Jap. str.	—	—	MITSUI BUSSAN KAISHA	To-day.
SWATOW, AMOY & TAMSUI	MAIDZURU MARU	Jap. str.	—	—	SHEWAN, TOMES & CO.	To-day, at 3 P.M.
SWATOW, AMOY & TAMSUI	AKASHI MARU	Jap. str.	—	—	JARDINE, MASON & CO.	On 15th inst. at 4 P.M.
SWATOW, AMOY & TAMSUI	DIAMANTE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 17th inst.
FOOCHOW VIA SWATOW & AMOY	LOONGSHANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 23rd Nov. at Noon.
MANILA VIA AMOY	SUNGLIANG	Brit. str.	—	—	CARLOWITZ & CO.	To-day, at Noon.
MANILA	CHANGSHA	Brit. str.	—	—	JARDINE, MASON & CO.	On 16th inst. at Noon.
MANILA	BORNEO	Brit. str.	—	—	MELCHERS & CO.	Quick despatch.
SINGAPORE, PENANG & BOMBAY	SUISANG	Brit. str.	—	—	—	—
SINGAPORE, PENANG & CALCUTTA	SANDAKAN	Ger. str.	—	—	—	—

SHIPPING.

ARRIVALS.
Oct. 8, AWA MARU, Japanese str., 3,400, N. Trunk, Singapore 3rd October, General.
Oct. 9, NIPPON YUSEN KAISHA.
Oct. 9, GWALIOR, British hospital str., 4,163, W. W. Allen, Calcutta and Singapore 24th September.
Oct. 9, CHEANG HOCK KIAN, British str., 950, Pentap, Penang 25th Sept. and Singapore 1st Oct., General.—CHINESE.
Oct. 9, FORMOSA, British str., 774, Hodgins, Tamsui 5th Oct., Amoy 7th and Swatow 8th, General.—DOUGLAS LARSEN & CO.
Oct. 9, FUSHUN, British str., 1,500, W. H. Lunt, Shanghai 6th October, General.—CHINESE.
Oct. 9, NORWEGIAN steamer, 710, Dahl, Canton 7th Oct., General.—ORDER.
Oct. 9, ELITA NOSSACK, German str., 1,163, H. Brühl, Java 25th Sept., Sugar.—BUTTERFIELD & SWIRE.
Oct. 9, YORIHIME MARU, Japanese str., 2,226, Y. Numakawa, Japan 21st Oct., Petro-chem.—JAPANESE.

CLEARANCES.

At the Harbour Master's Office.
9th October.
Tryn, Norwegian str., for Newchwang.
Awa Maru, Japanese str., for Swatow.
Awa Maru, Japanese str., for Yokohama.
Port Arthur, British str., for Port Arthur.
Fishing, British str., for Haiphong.

DEPARTURES.

Oct. 9, YIKSANG, British str., for Amoy.
Oct. 9, ELSE, German str., for Tientsin.
Oct. 9, KYOTO MARU, Jap. str., for Moji.
Oct. 9, WINGANG, British str., for Swatow.
Oct. 9, WOSANG, British str., for Canton.
Oct. 9, HATING, French str., for Hallow.
Oct. 9, TAILER, German str., for Hamburg.
Oct. 9, SAKONIA, German str., for Shanghai.
Oct. 9, LOONGMOON, German str., for Shanghai.
Oct. 9, ANPING, British str., for Canton.
Oct. 9, F. SHUN, British str., for Canton.
Oct. 9, NAIKUNO, British str., for Baugoon.

VESSELS IN DOCK.

ABERDEEN DOCK.—U.S.S. Monterey, Canton.
Kowloon Dock.—U.S.S. Monterey, Canton.
Cosmopolitan Dock.—Stanfield.

SHIPPING REPORTS.

The Japanese steamer Awa Maru, from Singapore 3rd Oct., had light winds to Cape Paduan. From Cape Paduan to port strong N.E. winds. Oct. 3rd passed Swatow and Japanese man-of-war Asahi, bound for Hongkong.
The British steamer Formosa, from Tamsui 5th Oct., Amoy 7th and Swatow 8th, had fresh N.E. wind and fine weather to Amoy. From Amoy to Swatow moderate N.E. wind and fine. From Swatow to port light N.E. wind and fine. Warships and steamers in Amoy.—H.M.S. Isis, German Bussard, American Marietta, Japanese Tokushima and Zenni, str. Chungking and Paoting. In Swatow—strs. Dagmar, Ching-king, Hunan and Fookang.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:
Adaro, British str., McIntyre—East Asiatic Trading Co.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"BENGAL."

Captain S. Barcham, carrying Her Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 13th October, 1900, at Noon, taking passengers and cargo for the above ports.
Bulk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.
Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further particulars, apply to
A. M. MARSHALL,
Acting Superintendent,
Hongkong, 1st October, 1900.

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA (FLORIO AND RUBATTINO UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG AND BOMBAY.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LIGORIA and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LIGURIAN and SOUTH AMERICAN PORTS up to CALLAO.
Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"BORMIDA."

Captain Sartorio, will be despatched as above TO-DAY, the 10th inst. at NOON.

At Bombay the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & CO., Agents.

Hongkong, 9th October, 1900. [7]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

"DIAMANTE."

Captain A. Ramsay, will be despatched as above TO-DAY, the 10th inst. at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

A doctor is carried.

For Freight or Passage, apply to

SHEWAN, TOMES & CO., General Managers.

Hongkong, 8th October, 1900. [2605]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"WOOSUNG."

Captain Down, will be despatched as above TO-DAY, the 10th inst.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 9th October, 1900. [2588]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"AKASHI MARU."

Captain K. Sumida, will be despatched for the above ports TO-DAY, the 10th October.

For Freight or Passage, apply to

THE MITSUBI BUSSAN KAISHA, Agents.

Hongkong, 28th September, 1900. [2524]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"MARIA DE LARRINAGA"

will be despatched for the above port TO-DAY, the 10th inst.

For Freight, apply to

DODWELL & CO., Ld., Agents.

Hongkong, 8th October, 1900. [2472]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(HAMBURG-AMERIKA LINIE HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"ASTURIA."

Capt. Hildebrandt, will be despatched for the above port on or about 10th October.

For Freight, apply to

CARLOWITZ & CO., Agents.

Hongkong, 31st August, 1900. [2317]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship

"MAIDZURU MARU."

Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 14th inst. at Daylight.

For Freight or Passage, apply to

THE MITSUBI BUSSAN KAISHA, Agents.

Hongkong, 8th October, 1900. [15]

HAMBURG-AMERIKA LINIE

(FREIGHT SERVICE).

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.

ASTURIA, Capt. Hildebrandt, { NEW YORK VIA SUEZ CANAL, { About 15th { Freight.

BAMBERG, Capt. Jacobs, { HAVRE & HAMBURG, { About 23rd { Freight.

SARNIA, Capt. Schleifke, { HAVRE & HAMBURG, { About 31st { Freight and Passage.

KONIGSBERG, Capt. Schuler, { HAVRE & HAMBURG, { About 10th { Freight and Passage.

* These steamers have superior accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, etc., apply to

CARLOWITZ & CO., AGENTS.

HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LOYD, OSTSCHLAVISCHE FRECHTDAMPFER DIENST.

Hongkong, 21st September, 1900. [13]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

KASUGA MARU, { NAGASAKI, KBE and YOKO, { THURSDAY, 18th Oct., at Noon.

TAMBA MARU, { MARSEILLES, LONDON, and ANTWERP, SINGAPORE, PENANG, COLOMBO & PORT SAID, { FRIDAY, 19th Oct., at Daylight.

YAWATA MARU, { SYDNEY and ADELAIDE, via MANILA, THE PHILIPPINE ISLANDS, TOWNSVILLE, BRISBANE, { FRIDAY, 26th Oct., at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, etc., apply to the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 22nd September, 1900. [12]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

"EMPEROR OF CHINA", Comdr. R. Archibald, { WEDNESDAY, 24th Oct., 1900

"EMPEROR OF INDIA", Comdr. O. P. ... { WEDNESDAY, 21st Nov., 1900

"EMPEROR OF JAPAN", Comdr. H. Pyl ... { WEDNESDAY, 19th Dec., 1900

This Line pass through the famous INLAND SEA OF JAPAN, and use the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS over the route via the Trans-Pacific journey and make connection at Vancouver with the CANADIAN PACIFIC RAILWAY and the GREAT NORTHERN RAILWAY.

FROM THE PACIFIC TO THE ATLANTIC, without change. Close connection is made at Montreal, Quebec, Halifax, New York, Boston, and all Trans-Atlantic Lines, with all Trans-Atlantic Lines, even choice of.

Passengers are booked through to all principal ports at reduced rates. Good food and comfortable accommodations.

SPECIAL RATES (First class only) for Military, Diplomatic, and Civil Services, and for Japan Governments.

The attractive features of this Company's route to none in the world, the LUXURIOUS TRAINS (the Company having received the highest honors at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT THROUGH WHICH THE RAILWAY.

THE DINING CARS AND MOUNTAIN SCENERY by the Company, and their appointments and Cuisine.

For further information, Maps, Guide Books, etc., apply to

THE CANADIAN PACIFIC RAILWAY CO., Agents.

Hongkong, 29th September, 1900. [8]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI	{ CHUSAN, { About 12th { Freight or Passage. C. D. Bennett, R.N.R.	Oct.	
LONDON, &c.	{ BENGAL, { Noon, 13th { See Special Advertisement. S. Barcham	Oct.	
MARSEILLES AND LONDON	{ CANDIA, { About 18th { Freight only. A. W. Symes, R.N.R.	Oct.	
MARSEILLES and LONDON DIRECT	{ MALTA, { Noon, 27th { Freight or Passage. F. J. Cole	Oct.	

For Further Particulars, apply to

A. M. MARSHALL,

Acting Superintendent.

Hongkong, 3rd October, 1900. [1]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LOYD. HAMBURG-AMERICA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LEGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

SACHSEN, { WEDNESDAY, { 17th October.

OLDENBURG, { WEDNESDAY, { 31st October.

HAVER, { WEDNESDAY, { 14th November.

STUTTGART, { WEDNESDAY, { 28th November.

KONIG ALBERT, { WEDNESDAY, { 12th December.

PRINZESS IRENE, { WEDNESDAY, { 26th December.

PREUSSEN, { WEDNESDAY, { 9th January, 1901.

HAMBURG (Hamburg-Amerika Linie), { WEDNESDAY, { 23rd January, 1901.

SACHSEN, { WEDNESDAY, { 6th February, 1901

VESSELS ON THE BERTH

NORDDEUTSCHE LLOYD.

NOTICE.

STEAM FOR SANDAKAN.

Calling at KUDAT if sufficient inducement offers.

THE Company's Steamship

"SANDAKAN."

Captain Mable, will be ready to load for the

above port on the 8th inst.

For Freight or Passage, apply to

MELCHERS & CO., Agents.

Hongkong, 4th October, 1900. [2574]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 13, at NOON.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Nov. 8, at NOON.

CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 4, at NOON.

THE Company's Steamship "CHINA" will be

despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 13th October, at NOON.

Steamers of this line pass through the IN-

LAND SEA OF JAPAN, and call at HONO-

LULU, and passengers are allowed to break

their journey at any point en route.

Through Passage Tickets granted to Eng-

land, France, and Germany by all trans-Atlantic

lines of steamers, and to the principal cities of

the United States or Canada. Rates may be

obtained on application.

Passengers holding through ORDERS TO

EUROPE have the choice of overland Rail

routes from San Francisco, including the

SOUTHERN PACIFIC, CENTRAL PACIFIC,

UNION PACIFIC, DENVER AND RIO GRANDE,

and NORTHERN PACIFIC RAILWAYS; also the

CANADIAN PACIFIC RAILWAY on payment of

24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND

CITIES in the United States have between

San Francisco and Chicago, the option of the

SOUTHERN PACIFIC, CENTRAL PACIFIC,

UNION PACIFIC, DENVER AND RIO GRANDE,

and other direct connecting Railways, and from

Chicago to destination the choice of direct lines.

Particulars of the various routes can be had

on application.

Special rates (first class only) are granted to

Missionaries, members of the Naval, Military,

Diplomatic, and Civil Services, to European

officials in service of China and Japan, and to

Government officials and their families.

Passengers who have paid full fare, re-embarking

at San Francisco for China or Japan (for

vice versa) within one year, will be allowed a

discount of 10 per cent. This allowance does not

apply to through fares from China and Japan to

Europe.

All PARCEL PACKAGES should be marked to

address in full; and same will be received at the

Company's Office until FIVE P.M. the day pre-

vious to sailing.

Consular Invoices to accompany Cargo des-

tined to points beyond San Francisco in the

United States should be sent to the Company's

Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or

Passage, apply to the Agency of the Company,

Queen's Building.

Through Bills of Lading issued for trans-

portation to Yokohama and other Japan Ports,

to San Francisco, to Atlantic and Inland Cities

of the United States, via Overland Railway, to

Havana, Trinidad, and Demerara, and to ports

in Mexico, Central and South America, by the

Company's and connecting Steamers.

Freight will be received on board until 4 P.M.

the day previous to sailing. Parcel Packages

will be received at the office until 5 P.M. same

day; all Parcel Packages should be marked to

address in full; value of same is required.

Consular Invoices to accompany Cargo des-

tined to points beyond San Francisco in the

United States should be sent to the Company's

Office in Sealed Envelopes, addressed to the

Collector of Customs at San Francisco.

For further information as to passage and

Freight, apply to the Agency of the Company,

Queen's Building.

J. S. VAN BUREN,

Agent.

Hongkong, 19th September, 1900. [3]

AUSTRIAN LLOYD'S STEAM NAVI-

GATION COMPANY.

STEAM FOR

SINGAPORE, PENANG, CALCUTTA,

COLOMBO, ADEN, SUEZ, PORT

SAID, FUME, AND TRIESTE.

(Taking Cargo at through rates to the BRASIL,

SOUTH ATLANTIC, RED SEA, BLACK

SEA, LEVANT, VENICE, AND

ADRIATIC PORTS.)

THE Company's Steamship

"MARQUIS BACQUEHEM."

Captain A. Blatter, will be despatched as above

on TUESDAY, the 10th inst. 5 P.M.

For information as to Passage and Freight,

apply to

SANDER, WIELER & Co., Agents.

Hongkong, 3th October, 1900. [2574]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"PATROCLUS."

Captain Dietrich, will be despatched as above

on TUESDAY, the 10th inst.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 7th September, 1900. [2574]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"SUNGKLANG."

Captain Moore, will be despatched as above

on WEDNESDAY, the 10th inst.

The attention of Passengers is directed to

the Superior Accommodation offered by this

Steamer. The First-class Saloon is situated

forward of the Engines. A Refrigerating

Chamber ensures the Supply of Fresh Provi-

sions during the entire voyage.

A duly qualified Surgeon is carried, and the

Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Com-

pany to and from Australia are available for

return by the Steamers of the EASTERN and

AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th October, 1900. [2574]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"CHANGSHA."

Captain Moore, will be despatched as above

on MONDAY, the 23rd November, at NOON.

The attention of Passengers is directed to

the Superior Accommodation offered by this

Steamer. The First-class Saloon is situated

forward of the Engines. A Refrigerating

Chamber ensures the Supply of Fresh Provi-

sions during the entire voyage.

A duly qualified Surgeon is carried, and the

Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Com-

pany to and from Australia are available for

return by the Steamers of the EASTERN and

AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th October, 1900. [2574]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"CHANGSHA."

Captain Moore, will be despatched as above

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Hongkong, 5th October, 1900. [2574]

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Hongkong, 5th October, 1900. [2574]

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AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th October, 1900. [2574]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"CHANGSHA."

Captain Moore, will be despatched as above

on MONDAY, the 23rd November, at NOON.

The attention of Passengers is directed to

the Superior Accommodation offered by this

Steamer. The First-class Saloon is situated

forward of the Engines. A Refrigerating

Chamber ensures the Supply of Fresh Provi-

sions during the entire voyage.

A duly qualified Surgeon is carried, and the

Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Com-

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POST OFFICE NOTICES.

Parcel Mails for Europe, &c., per s.s. Bengal, will close at 3 p.m. on Friday, the 12th inst. The Chinese, and may be expected here on or about Friday, the 12th inst. This Packet brings replies to letters despatched from Hongkong on 14th August.

The Doria, with the American Mail of the 15th Sept., left Yokohama on Thursday, the 4th inst., at daylight, and may be expected here on or about Friday, the 12th inst.

MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Shanghai, Penang, and Bombay	Wednesday, 10th, 11.00 A.M.	
Singapore, Penang, and Bombay	Wednesday, 10th, 11.00 A.M.	
Amoy	Wednesday, 10th, 2.00 P.M.	
Kobe	Wednesday, 10th, 4.00 P.M.	
Sandakan	Wednesday, 10th, 4.00 P.M.	
Amoy and Manila	Wednesday, 10th, 5.00 P.M.	
Swatow, Amoy and Tamsui	Wednesday, 10th, 5.00 P.M.	
Kobe	Wednesday, 10th, 5.00 P.M.	
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO	Registration, 9.45 A.M. (Registration, with late fee of 10 cents, up to 10.30 A.M.)	
Letters, 10.45 A.M.		
Extra postage 10 cents		
EUROPE, &c., India via Taticoria	Registration, 8.00 A.M. (Registration, with late fee of 10 cents, up to 10.30 A.M.)	
Letters, 10.15 A.M.		
Extra postage 10 cents		
Manila	Registration, 8.00 A.M. (Registration, with late fee of 10 cents, up to 10.30 A.M.)	
Letters, 10.15 A.M.		
Extra postage 10 cents		
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO	Registration, 9.45 A.M. (Registration, with late fee of 10 cents, up to 10.30 A.M.)	
Letters, 10.45 A.M.		
Extra postage 10 cents		
EUROPE, &c., India via Taticoria	Registration, 8.00 A.M. (Registration, with late fee of 10 cents, up to 10.30 A.M.)	
Letters, 10.15 A.M.		
Extra postage 10 cents		

TO-MORROW.

Meeting of Union Insurance Society of Canton, 1. Queen's Buildings, noon.

Meeting of the St. Mary Magdalene Chapter, 4 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

ON LONDON.	ON LONDON.
Telegraphic Transfer	2.01
Bank Bills, on demand	2.01
Bank Bills, at 30 days sight	2.01
Bank Bills, at 4 months sight	2.01
Credits, at 4 months sight	2.01
Documentary Bills, 4 months sight	2.01
ON PARIS.	ON PARIS.
Bank Bills, on demand	2.61
Credits, at 4 months sight	2.61
ON GERMANY.	ON GERMANY.
On demand	2.13
ON NEW YORK.	ON NEW YORK.
Bank Bills, on demand	50
Credits, 60 days sight	51
ON BOMBAY.	ON BOMBAY.
Telegraphic Transfer	1.60
Bank, on demand	1.60
ON CALCUTTA.	ON CALCUTTA.
Telegraphic Transfer	1.60
Bank, on demand	1.60
ON SINGAPORE.	ON SINGAPORE.
Bank, at sight	71
Private, 30 days sight	72
ON YOKOHAMA.	ON YOKOHAMA.
On demand	1.12 p.c. dis.
ON MANILA.	ON MANILA.
On demand	1 p.c. pm.
ON SINGAPORE.	ON SINGAPORE.
On demand	1 p.c. pm.
ON BATAVIA.	ON BATAVIA.
On demand	1.25
ON HONGKONG.	ON HONGKONG.
On demand	21 p.c. pm.
ON SAIGON.	ON SAIGON.
On demand	2 p.c. pm.
ON BANGKOK.	ON BANGKOK.
On demand	60
SOVEREIGNS, Bank's Buying Rate	9.60
GOLD LEAF, 100 fine, per tole	50.50
BAR SILVER, per oz	29.1

OPIUM.

Quotations are—	Allow 10 cts. to 1 catty.
Malwa New	\$820 to \$830 per picul.
Malwa Old	\$870 to \$880
Malwa Older	\$890 to \$900
P.P. per wrapped	\$870 to \$880
Persian fine quality	\$910 to \$920
Persian extra fine	\$950 to \$960
Patna New	\$970 to \$980
Patna Old	\$980 to \$990
Benares New	\$985 to \$995
Benares Old	\$995 to \$1000

VESSELS EXPECTED.

THE ENGLISH MAIL.	THE ENGLISH MAIL.
The P. & O. steamer <i>Chusan</i> left Singapore for this port on the 7th inst. at 1 p.m. with the outward English mails, and is due here on the 12th inst. at about 3 p.m.	
THE AMERICAN MAIL.	THE AMERICAN MAIL.
The O. & S. steamer <i>Doric</i> , with mails from San Francisco to the 15th ult., via Honolulu, has arrived at Yokohama, and left for this port on Thursday morning, the 4th inst., via Inland Sea, Kobe, Nagasaki and Shanghai.	
The T. K. K. steamer <i>Nippon Maru</i> , with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 22nd ult.	
The P. M. steamer <i>City of Rio de Janeiro</i> , with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 22nd inst.	
THE GERMAN MAIL.	THE GERMAN MAIL.
The Imperial German Mail steamer <i>Bayern</i> , carrying the German mails with dates from Berlin of the 17th Sept., left Colombo on Friday, p.m., the 15th inst., and may be expected here on or about Wednesday, the 17th inst.	
THE AUSTRALIAN MAIL.	THE AUSTRALIAN MAIL.
The E. & A. steamer <i>Eastern</i> , from Sydney, left Port Darwin on the 3rd inst. for Timor, Manila and this port.	
MERCHANT STEAMERS.	MERCHANT STEAMERS.
The O. S. S. steamer <i>Tantalus</i> left Singapore on the 7th inst., and is due in Hongkong on the 12th inst.	
The H. A. L. steamer <i>Athena</i> , from Hamburg, left Singapore for this port on or about the 13th inst.	
The N. P. steamer <i>Monarch</i> has arrived at Yokohama and sailed for Hongkong on the 6th inst.	

JOINT STOCK SHARES.

HONGKONG, 9th October.

STOCKS.	No. OF SHARES.	ISSUE PAID UP.	LAST DIVIDEND.	CLOSING QUOTATIONS.
BANKS.				
Hongkong and Shanghai Banking Corporation, Ltd.	80,000	\$125	30/- div. at 1/11/14—\$15.08 per share for 1st half year 1900	314 p. c. pr.—\$517.5
Bank of China & Japan, Ltd.	100,875	28	None	21.
Do. Deferred	100,875	28	None	25.5s.
National Bank of China, Ltd.	10,070 A	210	2/8 for 1899	\$26, buyers
Do. Founders' Shares	20,955 B	210	2/8 at 1/174—\$1.30 for 99	\$20, buyers
MARINE INSURANCE.				
Union Ins. Society, Ltd.	10,000	\$250	36 p. c. at \$18 for 1898	\$265, buyers
China Traders Ins. Co., Ltd.	24,000	\$63.30	16 p. c. for year ended 30/4/99	\$56, sellers
North China Ins. Co., Ltd.	5,000	\$100	5 p. c. final—10 p. c. in all for 1898	21s. 16s.
Yangtze Ins. Assocn., Ltd.	8,000	\$100	\$8=10 p. c. for 1897	\$121, sellers
Canton Insur. Office, Ltd.	10,000	\$250	\$11 for 1898	\$135, buyers
Strait Insurance Co., Ltd.	30,000	\$100	5 p. c. for 1895	\$1.
FIRE INSURANCE.				
Hongkong Fire Ins. Co., Ltd.	8,000	\$250	\$27 for 1898	\$295, buyers
China Fire Ins. Co., Ltd.	20,000	\$100	\$6 for 1898	\$77.
SHIPPING.				
Hongkong, Canton and Amoy S. S. Co., Ltd.	80,000	\$15	\$120 for half year ended 30/6/1900	\$914, buyers
Indo-China S. S. Co., Ltd.	60,000	\$10	10 p. c. at 2 p. c. bonus for 1899	\$80, buyers
China & Manila S. S. Co., Ltd.	14,000	\$80	20 p. c. for 1899	\$65, sales
Douglas Steamship Co., Ltd.	20,000	\$50	12 p. c. for year ending 30/6/98	\$41, sales & buyers
China Mutual S. S. Co., Ltd.	20,000	\$10	Int. of 5 p. c. on a/c of 1900	210 lbs., buyers
Do. Ordinary	20,000	\$10	Int. of 5 p. c. on a/c of 1900	210 lbs., sales & buyers
Do. do.	20,000	\$10	Int. of 5 p. c. on a/c of 1900	\$18, buyers
Star Ferry Co., Limited	10,000	\$10	Int. of 5 p. c. on a/c of 1900	\$41, sellers
Shell Transport & Trading Co., Limited	2,000,000	21	Int. of 5 p. c. on account of 1900	\$2 18s.
REFINERIES.				
China Sugar Refining Co., Ltd.	20,000	\$100	Int. of 5 p. c. on a/c of 1900	\$110, sellers
Luzon Sugar Refng. Co., Ltd.	7,000	\$100	\$3 for 1897	\$35, buyers
MINEING.				
Panjin Mining Co., Ltd.	60,000	\$8	None	\$81, sellers
Do. Preference	80,000	\$1	None	80 cents, sellers
Societe Fran. des Char. bouillies du Tonkin	10,000	\$250	None	10 cents, sales & sellers
Queens Mines, Limited	400,000	25 cts.	5 p. c. half year end. 31/7/94 (coupon 9)	\$8, sellers
Jelabu Mining and Tre. dig Company, Ltd.	45,000	\$5	1/2 ling. 51 cts. 10th div. on 7/7/00	\$55.
Rauk Australian Gold Mining Co., Limited	200,000	\$1	None	\$21.
Oliver's Freehold Mines, Limited	15,000	\$5	None	\$150, sellers
Great Eastern and Cal. Gold Mining Co., Ltd.	140,000	\$4	First year	15 cents, sellers
Do. Preference	70,000	\$1	First year	40 cents.
DOCKS, WHARVES, &c.				
Hongkong and Whampoa Dock Co., Limited	12,500	\$125	Spec. & 12 p. c. bonus for 1898	\$45 per c. pr.—\$500.
Do. do.	12,500	\$125	Int. of 5 p. c. on account of 1900	\$55, sales
Hongkong and Whampoa Wharf and G. Co., Ltd.	30,000	\$50	Int. of 5 p. c. on account of 1900	\$60, sales & buyers
Wanchai Warehouse and Storage Co., Ltd.	2,000	\$100	Int. of 5 p. c. on account of 1900	\$20, sellers
New Amoy Dock Co., Ltd.	6,000	\$93	22 p. c. for 1899	\$20, sellers
LANDS, HOTELS & BUILDINGS.				
Hongkong Land Investment & Agency Co., Ltd.	50,000	\$100	Int. of 5 p. c. on account of 1900	\$182.
Kowloon Land & B. Co., Ltd.	6,000	\$50	\$12 for 1899	\$25, buyers
West Point Building Co., Ltd.	12,500	\$50	Int. of 5 p. c. on account of 1900	\$21, sellers
Hongkong Hotel Company, Limited	12,000	\$50	10 p. c. for half year ended 30/6/1900	\$119.
Humphreys Est. & Fin. Co.	55,000	\$10	5 p. c. for 1899	\$11, buyers
COTTON MILLS.				
Kwo Cotton, Spinning and Weaving Co., Ltd.	17,500	\$100	3 p. c. for period ending 31/10/97	Tls. 50
International Cotton Co., Ltd.	10,000	\$100	3 p. c. on account of 98	Tls. 50
Lao-tung-mung Cotton Spinning & Weaving Co., Ltd.	8,000	\$100	4 p. c. on account of 98	Tls. 375
Soy Chee Cotton Spinning Co., Ltd.	2,000	\$100	4 p. c. for period ending 31/12/97	Tls. 40
Yuhong Cotton Spinning Co., Ltd.	7,500	\$100	None	\$10, sellers
Weaving & Dye Co., Ltd.	12,000	\$100	None	
MISCELLANEOUS.				
Green Island Cement Co., Ltd.	50,000	\$10	10 p. c. for 19 on c. Capt.	\$101.
China Borneo Co., Ltd.	7,000	\$20	None	\$50, sales & buyers
A. S. Watson & Co., Ltd.	60,000	\$10	Final of 6 p. c. on 11 p. c. for 99	\$150, buyers
Hongkong Electric Co., Ltd.	30,000	\$10	70 cents per share	\$101, sellers
Hongkong and China Gas Co., Limited	7,000	\$10	10 p. c. for 1899	\$118.
Hongkong Toba Mfg. Co., Ltd.	10,000	\$20	\$10 for 1898	\$170, buyers
Geo. Fenwick & Co., Ltd.	6,000	\$25	15 p. c. for 1899	\$160, sales & buyers
Hongkong Ice Co., Ltd.	5,000	\$25	15 p. c. for 1899	\$160, buyers
Hongkong High Level Tramways Co., Ltd.	1,250	\$100	30/12/99	\$170, buyers
Dairy Farm Co., Ltd.	10,000	\$75	8 p. c. for year ended 31/7/98	\$8, buyers
Cannibal & Co., Ltd.	2,000	\$25	\$25 for 1899	\$8.
Hk. & China Bakery Co., Ltd.	1,200	\$10	15 p. c. for 1899	\$50.
Campbell, Moore & Co., Ltd.	1,200	\$10	12 p. c. for 1899	\$20.
Bell's Asbestos & Agcy. Ltd.	10,000	\$1	75c. per share for 1899	\$11, sellers
United Asbestos Oriental Agency, Limited	9,000	\$10	Int. of 5 p. c. on 31/5/00	\$81.
Tobacco Planting Co., Ltd.	100,000	\$5	None	\$5, sellers
China Investment Loan & Mortgage Co., Ltd.	50,000	\$20	\$10 for 80 cents for period ending 31/12/99	\$90, sellers
Watkins, Limited	10,000	\$10	10 p. c. for 1899	\$10, sellers
Universal Trading Co.	50,000	\$20	None	\$54, buyers

PEERLESS SCOTS WHISKIES.

HAIG & HAIG, LD., DISTILLERS SINCE 1679.

3 Star, SPECIAL—The finest of all "P.E." WHISKIES at \$13.00.

5 Star, LIQUEUR—Exquisite, best in the World for Club or Private use at \$19.00.

Stop drinking rank, Smoky Staff, because "it comes through the SOLE."

Try HAIG & HAIG'S WHISKIES: pure, mellow, matured, non-smoky, delicate flavoured. Once tried, preferred to all others. Sole Agents for Hongkong.

F. BLACKHEAD & Co.

NOTICE.

I having come to my knowledge that a person known as A. RITCHIE, of RITCHIE & Co., has answered my "Call Flag," and represented himself as being authorised by me to supply steamers with fresh water on my behalf in consequence of such misrepresentation and in consequence of such misrepresentation did actually supply steamers with fresh water on my behalf or use my name in any way, nor are they connected with my Steam Waterboat business in any manner whatever.

J. W. KEW.

Hongkong, 8th October, 1900. [2508]

NOTICE.

THE "BOA VISTA" HOTEL have been appointed AGENTS for the Hongkong Daily Press, Hongkong Weekly Press, and the Chronicle and Directory for China, Japan, &c., at Macao, and they are authorized to collect all accounts due to the Daily Press Office on and after this date.

A. CUNNINGHAM, Manager.

Hongkong, 4th October, 1900. [2573]

NOTICE.

SURGEON DENTIST. No. 10, D'AGUIAR STREET. TERMS VERY MODERATE. Consultation Free. Hongkong, 23rd September, 1891. [2482]

THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 9th OCTOBER, 1900.

CHINA COAST METEOROLOGICAL REGISTER, 5th OCTOBER, A.M.						
STATION.	Hour.	Bar. at foot of mast.	Therm. at foot of mast.	Therm. at 5 ft.	Humidity.	Wind. Force.
Vladivostok	2 p.	—	—	—	—	—
Tokyo	"	30.22	—	—	—	—
Kobe	"	30.11	—	—	SE 4	12
Nagasaki	"	30.08	—	—	SE 4	4
Kagoshima	"	29.09	—	—	SE 4	4
Tsushima	1 p.	29.06	—	—	NW 4	4
Taiichu	"	29.96	—	—	NW 4	4
Tsinan	"	29.98	—	—	NW 4	4
Koshu	"	30.03	—	—	NW 4	0
Kusanoboro	"	30.01	—	—	NW 4	0
Chitzaif	3 p.	—	78	82	—	—
Sharp Peak	"	29.93	58	82	—	0
Amoy	"	29.93	58	79	SE 3	3
Swatow	"	—	—	—	—	—
Canton	"	29.91	89	89	—	0
Hongkong	4 p.	29.93	81	72	E 4	4
Yueh Nam Peak	"	—	—	—	ENE 5	5
Gup Kock	"	29.96	—	—	ENE 5	1
Chitzaif	"	29.98	84	—	—	—
Haiphong	1 p.	—	—	—	—	—
Manila	4 p.	29.98	81	85	—	2
Malate	3 p.	—	—	—	SW	10
Sacool	"	—	—	—	NE	11
Hollo	"	29.81	55	—	NE	22
Cebu	"	29.86	80	—	SW	22
C. S. James	"	—	—	—	WSW 3	3
9th OCTOBER, A.M.						
Vladivostok	7 a.	—	—	—	—	—
Tokyo	10 a.	—	—	—	—	—
Kobe	"	—	—	—	—	—
Nagasaki	"	—	—	—	—	—
Kagoshima	"	—	—	—	—	—
Tsushima	5 a.	30.01	—	—	E	2
Taiichu	"	29.99	—	—	E	2
Tsinan	"	29.99	—	—	NE 2	0
Koshu	"	29.99	—	—	—	0
Kusanoboro	"	—	—	—	—	—
Chitzaif	9 a.	—	—	—	—	—
Sharp Peak	"	29.94	80	82	—	0
Amoy	"	—	—	—	—	—
Swatow	"	—	—	—	—	—
Canton	"	—	—	—	—	—
Hongkong	10 a.	29.98	81	81	SE 3	3
Yueh Nam Peak	"	—	—	—	E 4	4
Gup Kock	"	29.95	—	—	E 4	4
Macao	"	29.97	83	—	ENE 4	4
Haiphong	7 a.	—	—	—	—	—
Manila	10 a.	29.98	84	77	W	1
Malate	9 a.	—	—	—	E	2
Sacool	"	—	—	—	—	—
Hollo	"	29.69	82	—	NE	11
Cebu	"	30.00	86	—	NE	11
C. S. James	7 a.	—	—	—	SW	2